





## Intimations.

## DAKIN BROS. OF CHINA, LIMITED.

CHEMISTS.  
DAKIN'S OWN BRAND TOILET SOAPS.  
DAKIN'S PURE TRANSPARENT TOILET SOAP.

For Purification of Material, Delicacy of Perfume, Efficacy as a Skin Purifier, Superior to ANY SOAP MADE.

May be used on the most delicate Skin without fear of irritation. It produces a soft creamy lather, that softens, whitens and leaves the skin cool, fragrant and comfortable.

DAKIN'S UNSCENTED TRANSPARENT TABLETS. Of the same quality as the preceding, without Perfume.

DAKIN'S PURE TRANSPARENT SHAVING STICKS: The perfection of Shaving Soap.

DAKIN'S HOUSEHOLD AND TOILET SOAPS.

OF PUREST QUALITY.  
BROWN WINDSOR, WHITE WINDSOR, HONEY, ROSA, COAL TAR, &c., &c.

DAKIN'S PURE CARBOLIC ACID SOAP. Disinfecting, Medicinal, Sanitary, &c.

Contains 20 per cent. Pure Carbolic Acid. DAKIN'S CARBOLIC TOILET SOAP.

Contains about 10 per cent. Carbolic Acid. Each Tablet stamped with our Name as a guarantee of quality.

Telephone No. 60.  
Nos. 22 & 24, QUEEN'S ROAD CENTRAL, Hongkong, 17th March, 1890.



BY APPOINTMENT.

## A. S. WATSON &amp; CO., LTD.

ESTABLISHED A.D. 1841.

MANUFACTURERS OF AERATED WATERS.

OUR AERATED WATER MANUFACTORY is replete with the best Machinery, embodying all the latest improvements in the trade.

The greatest attention has been paid to appliances for ensuring purity in the Water-supply, to secure which we have added a Condenser capable of supplying us with 3,000 gallons of distilled water a day, and are now in a position to compete in quality with the best English Makers. Our Sweet Waters cannot be surpassed anywhere.

The purest ingredients only are used, and the utmost care and cleanliness are exercised in the manufacture throughout.

## LARGE BOMBAY "SODAS"

We continue to supply large bottles as heretofore, *free of Extra Charge*, to those of our Customers who prefer to have them to the ordinary size.

COAST PORT ORDERS. Whenever practicable, are despatched by first steamer leaving after receipt of order.

FOR COAST PORTS. Waters are packed and placed on board ship at Hongkong prices, and the full amount allowed for Packages and Empties when received in good order.

Counterfoil Order Books supplied on application.

Our Registered Telegraphic Address is, "DISPENSARY, HONGKONG." And all signed messages addressed thus will receive prompt attention.

The following is a List of Waters always kept ready in Stock:—

PURE AERATED WATERS

SODA WATER

LEMONADE

POTASH WATER

SELTZER WATER

LITHIA WATER

SARSAPARILLA WATER

TONIC WATER

GINGER ALE

GINGERADE.

No Credit given for bottles that look dirty, or greasy, or that appear to have been used for any other purpose than that of Containing Aerated Water, as such bottles are never used again by us.

A. S. WATSON & CO., LIMITED, Hongkong, China, and Manila.

THE HONGKONG TELEGRAPH

HONGKONG, SATURDAY, MARCH 22, 1890.

## TELEGRAMS.

## PARLIAMENT.

LONDON, March 12th.

A motion of Mr. W. H. Smith to adopt the report of the Parnell Commission, thanking the judges for their impartiality was passed after several amendments and much opposition. Lord Randolph Churchill voted against the motion and bitterly attacked the Government.

## BISMARCK.

March 19th.

Both the Bismarcks have resigned, but the Emperor has not yet accepted their resignation.

## A NEW FRENCH MINISTRY.

M. Freycinet has succeeded in forming a cabinet.

## LOCAL AND GENERAL.

SOME of the finest hospitals in the world are the municipal hospitals in Brazil. The Misericordia at Rio Janeiro receives 14,000 patients yearly.

OUR old Tongan acquaintance, the gallant General Negrier, lately issued a severe order against any swearing or blasphemy in connection with military commands in his corps.

A REGULAR meeting of Victoria Lodge, No. 1026, will be held in Freemasons' Hall, Zealand Street, this evening, at 8.30 for 9 o'clock precisely. Visiting brethren are cordially invited.

THE editor of the *Knochnoster* (Mr. Gm) was married recently, and in the most laconic fashion that paper thus offers congratulations:—"The Gm congratulates its editor and sympathizes with his bride."

MORE than half the Municipal Engineer's staff at Singapore are down with the influenza, and he has the greatest difficulty in getting on with the public departments, both on account of the want of staff and also because the sickness amongst the Chinese is so great that he cannot get painters and workmen. It may interest H. R. H. the Duke to know that most of the decorating work, too, is being done by men who are half-dead with fever and influenza.

SIX Italian Cardinals will be created during the present month, in view of the minority of the Italian cardinalate as compared with the number of foreign Cardinals.

EDISON is reported to have a novelty on which he is working—a clock to talk the time. Instead of a blank sound, it will say "one," "two," etc., at the proper hours.

ACCORDING to the figures of well-posted military men abroad, the rapid mobilization of the French, German and Russian armies would cost £20,000,000, and their maintenance in the field would cost £40,000,000 per month.

INDIA-RUBBER for street paving is now talked of in London. Granite, asphalt, wood and other materials have been tried and found wanting. Rubber has been laid down on the approaches to Euston Railway Station and seems to be serviceable. It is, also, on trial in Berlin, and we think it might be tried in Hongkong. Our roads could not possibly be worse than they are now after a shower of rain.

MESSRS. HUDSON & Co. still pursue the even tenor of their way, and, as they deserve, are carrying all before them. Last night the audience was scarcely as large as it generally is, but what it lacked in numbers was made up for in additional enthusiasm. The "Doss" never opens his mouth but to say or to sing something, and that something is invariably a side-splitter. The whole time that he occupied the boards last evening the audience was convulsed.

As the same programme is to be repeated to-night we strongly advise all who are weary and heavy-laden to roll up for relief. This can be had at the cheap rate of two Mexicans.

THE following are useful hints for those who suffer from weak eyes:—Secure good ventilation. Frequently rest by looking up. Have abundant light, but not dazzling. Distance of book from the eye, about fifteen inches. Posture erect; never read lying down or stooping. Great caution about study after recovery from fever. The book held at right angles to the line of sight, or nearly so. Sun not shining on desk or on objects in front of the student. Clothing at the neck loose; the same as regards the rest of the body. A comfortable temperature, and especially let the feet be warm and dry. Light coming from the left hand, or left and rear; under some circumstances from in front. Little study before breakfast or directly after a heavy meal; none at all at twilight or late at night.

A CORRESPONDENT sends us the following:—If any of the Exeter Hall old women chance to read the Statistic report on the health of the Navy for the year 1889, they will doubtless be highly gratified to learn how the abolition of the C. D. Acts has affected the health of H.M. Navy during the past year. According to the above named official report it appears that 7,754 cases of more or less severity have been reported, and although of course the great increase which occurred immediately after the abolition of the Acts has not been maintained (or we would have had no Navy left) it is a most unsatisfactory sign that each year the more virulent forms of the diseases seem to increase. The total sickness from these causes is probably as much as a great war could cause, and out of eleven stations of the Navy, seven show increases in the proportion of virulent forms ranging from 5 to 24 per cent.

DR. BARUCH, writes in *Times and Register* regarding the use of hot water for dyspepsia:—Another hygienic method, which acts by removing the cause of disturbance, is the sipping of hot water an hour before meals, in dyspepsia. The hot-water cure, which has taken a firm hold upon the lay public, is but the legitimate outcome of a valuable therapeutic application of water whose simplicity commends it at once to the judgment of the intelligent physician.

Brought into prominence by Dr. Salisbury, who committed the error of most enthusiasts of regarding it as a panacea for most diseases, it has now been adopted by the profession as a most valuable agent in many gastric troubles. By removing the products of fermentation, by cleansing the mucous membrane of mucus, it restores tone and vigor to the gastric lining, and enables the natural forces to come into play. It is important to observe strict compliance with the rule laid down by the originator, viz., that the water should be sipped as hot as possible, and that an hour should elapse before a meal is taken. Examples of failure due to neglect of this rule are numerous in the experience of all medical men.

THUS the lady fashion writer in a Sydney contemporary:—"I read in an English journal that quite the latest craze is 'foot-reading,' a pastime confined at present to the boudoir but predestined for the drawing-room of the best people. 'Foot-reading' is about as easy as falling off a log, and obviously a much easier little swindle than palmistry. Holding the client's be-corned and be-rimmed member (or as the prophet would say impressively: 'Your life has been full of pain and sorrow, and there are times when each fatal step hurt you mortally.' And then the giddy young man would think the seer was alluding to her cheap passion for Adolphus Gadabout and would sigh contentedly while the prophetess paused for a fresh inspiration of woe from an ingrowing toe-nail. Foot-reading will never be a drawing-room pastime out here. No Australian girl who knew what she was doing would ever appear before a fortune teller with her boots off. With the possibilities of such a vast framework in a petticoat state at 2 a.m., before his eyes even the fondest might take alarm and flee to return no more."

PRE-EMINENTLY the language of the future, says an American contemporary, will be English. It is a stalwart language, because it is the mother tongue of two stalwart and one long-lived nation. Its rudimentary idioms were in use at the foundation of London, forty years subsequent to the crucifixion of Christ. Its vitality is in direct ratio with the vitality of its parent nation. The restless enterprise of English exploration has carried the language with its flag around the world. Nelly Bly, speaking her native tongue, can be understood in every port and every station embraced in her flying circumnavigation of the globe. The English language has broken down the barriers of old-time customs and diplomacy. To America's influence is due the discarding of French at the Samoan conference at Berlin and the adoption, for the first time, of English in international discussion. During the period of Rome's full fruition of supremacy, before political decay attacked the empire, Latin was the universal language of a limited world. The early English dramatists wrote in a language known to but 5,000,000, and Thomas Jefferson's inaugural address could have been read but by 10,000,000 people. At the latter period French was the language of from 3,000,000 to 50,000,000 people. Fifty years ago the German language was in as great favor numerically as English. Not so today. To German is accorded a speaking clientele of 60,000,000; to French, 45,000,000; to English, 100,000,000. Should ever again the stars have occasion to sing together, it can well be assumed it will be in the language of those early singers, Milton and Byron, Bryant and Whitlir.

DESPITE much loose talk regarding the unimportance of brain weight as a test of intellectual superiority, it is unquestionably an important factor. What Thurman calls medium brains range in weight between 40 and 54 ounces for men and 35 and 47½ ounces for women. All brains in size above this are called megaloccephalous. Now, the tables of brain weights collected by Baslian and others show that the proportion of great men who are decidedly megaloccephalous is 25 per cent, while the proportion in average men is 4 per cent. The proportion of incipient megaloccephaly (i.e., weight above 52½ ounces) among eminent men is nearly 60 per cent. There can be no doubt that the majority of eminent men have large brains, just as the majority of ordinary men have 40 ounce brains. Certain individuals are fatal exceptions, and distinguished talent can co-exist with a small brain; but it is not the rule.

We came across the other day the following list of curious currency still in vogue:—Norway even now uses corn for coin. Oxen form the circulating medium among the Siles and Kaffirs. In India cakes of tea pass as currency and in China pieces of silk. Tin to-day forms the standard of value at the great Fairs of Nishni Novgorod.

In the retired districts of New Guinea demale slaves form the standard of value. Iron spikes, six being a dram or handful, are employed in certain parts of Central Africa. Among some of the native Australians greenstone (jade) and red ochre form the currency. Chocolate is used in the interior of South America for a currency, as are coconuts and eggs. Whales' teeth are used by the Fijians, red feathers by some of the South Sea Islanders, and salt in Abyssinia. The small, hard shell known as the cowrie is used in India, the Indian islands, and Africa in the place of subsidiary coin.

GENERAL SPINOLA tells a good paper story, "I was coming down the Hudson one night," said he, "in company with Cornelius Vanderbilt, Thurlow Weed, Dead Richmond and George Law, when Reed proposed a game of poker and I was asked to come in. I hesitated, for I had only about \$4,000 in my pocket and I knew it was to be a game without a limit. I mentioned the state of my finances to Law, but he told me to take a hand and said that he would back me for any amount. 'I am willing to lose \$20,000 or \$40,000 to-night,' he said, 'and to-morrow I will tell you my reason.' So the game started and I staid in, hugging the shore pretty close and getting startled every once in a while, when some one went \$1,000 blind. When we quit at daybreak I had won about \$4,000, but Law had lost ten times that amount. The next day I met him. 'I will tell you, Frank,' he said, 'why I lost that money. I wanted Vanderbilt to think I was a "sucker," and so I played like one. The result was that to-day I sold him a lot of steamboats for nearly \$800,000 more than I expected to get from him. Don't you think the money was well invested?'"

THAT "muscle" is the flesh of an animal's body is a fact of anatomy no so familiar to everyday folks as might be supposed. The idea of muscle entertained by people unacquainted with their bodies is usually that of some tissue or substance whereof "sinews" or "tendons" form the principal parts. The simpler fact that flesh is muscle does not appear to be realized until science steps in as the popular exponent of living structures; while sinews or tendons are then relegated to their proper places as the ends or continuations of the muscles themselves. A muscle, then, we may define as simply a bundle, or rather a collection of bundles, of flesh fibres. This is the muscle proper; but at each end, the flesh, as a rule, becomes replaced by the tough white fibres of the sinew or tendon. It is by means of these fibres that the muscle is firmly attached to bones. The substance of the sinew gets a better hold of bone, so to speak, than the soft fibres of the muscle itself could possibly effect, and due strength is thus secured in the struts and pulls through which our bodily movements are carried out. For it is by means of muscles that we are able to move, and to put into active practice that free will whereof we are the theoretical possessors.

THE position of the French Government in regard to taxation is, says a writer in the *North America Review*, like Paddy's toward heads: when you see any property, tax it. The burden that falls on the agriculturist is enough to discourage cultivation. The more extensively is he the victim of the tax collector. With a direct tax on houses, windows, doors, etc., and on all beverages, sugar, tobacco, etc., he is simply going round and round in the same circle of making and paying. This idea struck a French peasant recently, when, worn out by the repeated visits of tax collectors, he cried: "My God! It seems that I was created for only two things—to make all I can and pay to the Government all I can." So cities grow and the country is deserted. Absenteeism prevails here as much as and more than in England. The emigration from the country toward the cities and the industrial centers grows year by year; the great estates are ceasing to be the gold mines of the country. Lands are rented no longer except for the greatest trouble; the French peasant is rapidly alienating land, while the industrial workmen wage between themselves a desperate rivalry which lowers salaries to a figure even below what is strictly necessary to repair the laborer's strength and rear his family.

THE following, says a Japan contemporary, surely deserves to be immortalised:—

NOTICE.  
YOKOHAMA COOLIE CONTRACTED COMPANY, LIMITED.

The object of company is to evacuate an evil conduct of the coolies which had been practiced during many years, while we will reform their bad circumstance and solicit, we hope, the patronage of the Public generally, having already had the permission of the Government for the institutions of the Company. As the object is the above, we will open the works very quickly and kindly as we possible, without any measure more or less, the coolie being dressed in the same cloth and same hat as the sign. We should established the branch offices in the important places for our Customer's convenience, and sometimes will send an officer as an examiner, in order to engage the works very more attentively. Now we will write down the outline of the business as following:—

BUSINESS.

1.—Transactions of general goods relating to Marine, land and house removal.

2.—Water work, a sewer cleaner, etc.

3.—Farm-cultivator, Gardener.

4.—An accompanying Man in going and coming of funeral rite and marriage ceremonies.

5.—Going abroad as an Inspector, night watch, etc.

REJECTION.

1.—Do not give the money the coolie at once.

2.—Do not pay the money to who has no stamp of the company.

WISCONSIN WISCONSIN.

No. 35, Nichome Sakakichi, Yokohama.

The agents (Messrs. Carlowitz & Co.) inform us that the Navigations Generale Italiana steamer *Bisagno*, from Bombay, left Singapore for Hongkong this morning, and is due on or about the 29th inst.

THE agent of the Straits Insurance Company, Limited, informs us that he received a telegram from the Head Office to-day intimating that the Directors have declared a bonus of 10 per cent payable to contributors of business for 1889.

TO-MORROW morning between 9 and 10.30 o'clock the steam-launch carrying the Bethel flag, will call alongside any vessel hoisting command pennant C, to convey men ashore to 11 a.m. service at St. Peter's Seamen's Church, returning about 12.30.

How seriously the plan of connecting Berlin with the Baltic by a ship canal is entertained by the Government may be inferred from the fact that an engineer at Stettin has already been authorized to proceed with the preliminary surveys and preparations.

In a recent Sydney affidavit case the defendant, while not disclaiming the authorship, was averse to the assumption of the entire responsibility, and so when the lawyer asked him quietly—"In the event of us floating the concern into a limited liability company how many shares are you prepared to take up?" the court was convulsed, benches, bobbies, witnesses, solicitors and the press fairly howled, and even the plaintiff, a somewhat stolid-looking girl, grinned comprehensively.

In the wine cellar under the Hotel de Ville, Bremen, there are twelve cases of holy wine, each case inscribed with the name of one of the Apostles. It was deposited in its present resting-place 295 years ago. One case of this wine, consisting of five oxbolts of 204 bottles, cost 300 rix dollars in 1624. Including the expense of keeping up the cellar, interest upon the original outlay, and upon interest, one of those oxbolts would to-day cost 555,657,640 rix dollars, or about \$2,000,000 a bottle.

THE value of hand grenades for the extinction of incipient fires has been abundantly demonstrated, and they are to be found in corners and corridors of many public buildings and private houses. There is, however, no necessity for paying fancy prices for these useful and indispensable articles. A perfect substitute for it is to be found in an ordinary bottle filled with the solution. The solution is composed of one pound of common salt and one-half pound of ammonia dissolved in about two quarts of water.

It seems that in Illinois "habitual drunkenness for the space of two years" is ground for divorce. On this ground a Chicago wife sued for divorce. The evidence showed that the husband was not an excessive drinker. It proved, however, that for years he had been in the habit of using morphine by hypodermic injection. The effect was a condition analogous to intoxication. The Supreme Court of the State admits that the effects of morphine thus administered are very similar and in many respects apparently identical with those produced by the excessive use of intoxicating liquors. But it holds that the word "drunkenness" in the statute is used in its ordinary and popular sense. It means intoxication from liquor, not morphine. The divorce was accordingly refused.

## THE REGIMENTAL SPORTS.

The second annual "Highland Games" of the gallant 9th were held during the afternoons of yesterday and to-day at Happy Valley. The weather was all that could be desired, except, perhaps, by the competitors, who found it warm. Most of the results were well contested, and the judging seemed to give general satisfaction to the men, with one or two exceptions. But the "bloody" MacKillop to wit—who carried our shekels in the dancing competition, should, we think, have had first dip in the treasury. The Committee, which ably carried out their somewhat trying duties, was composed of the following:—Major Tottenham, Capt. Davidson, Lieut. Jackson, Lieut. Williams, Lieut. Renny, with Colour Sergeant Boyd, Sergeant Henderson, Sergeant Culder, Pioneer Sergeant Phillips, and Cook-Sergeant Thomson as a sub-committee. Appended are the bare results:—

100 YDS. FLAT RACE.—Steele, first; Morrison, second; Murdoch, third. A good field faced the starter for this event, but the result was a disappointment. Morrison was much flattered by outside friends who had seen him before, but Steele won easily.

THROWING THE HAMMER.—Nicholl, first; Gilmore, second. The winner landed it with a good throw of 73 feet 8 inches.

FOOTBALL PLAC-KICK.—Cpl. Inglis, first, 18½ feet; Pte. Ferguson, second, 166 feet; Pte. McWhirter, third, 156 feet.

LONG JUMP.—Pte. Anderson, first, 17½ ft. in.; Pte. McWhirter, second, 17 ft.

BOYS RACE 200 YARDS. HANDICAP.—Watson, first; Bartley, second.

HIGH JUMP.—McWhirter, first, 5 ft. 3½ in.; Walker, second.

FOOTBALL DROP KICK.—Gilmore, first, 47 ft.; Frame, second, 44 ft.; Ferguson, third, 41 ft.

THROWING CRICKET BALL.—Wilson, first, 102 yds. 6 in.; Steele, second, 97 yds.; Ferguson, third, 90 yds.

MILE RACE.—Gorman, first; Connor, second; Coulter, third.

MARCHES: ACTING-PIPER.—Hogg, first; Stevenson, second.

PIPER COMPETITION.—McKay, first; Ross, second.

SERGEANTS RACE, 220 yards.—Lockhead, first; Morrison, second; Jones, third.

CORPORALS RACE, 220 yards.—Walker, first; Kennedy, second; Morrison, third.

HALF MILE RACE.—Murdoch, first; Connolly, second; Coulter, third.

HOP-STEP AND JUMP.—Bell, first, 38 ft. 3 in.; Sharpe, second; Inglis, third.

VETERANS RACE, 220 YARDS.—Jones, first; Edwards, second; Carr, third. Jones had three yards conceded him by Carr, who was a good third.

HALF-MILE RACE.—Gorman, first; Connolly, second; Murdoch, third.

HURDLES RACE.—Walker, first; Bell, second; Gorman, third. Won easily in good style.

TOSSING THE CABER.—Nichols, first; Gilmore, second.

BAND RACE, 220 YDS.—Bartley, first; Watson, second; Hetherington, third.

POTTING THE SHOT.—Nichol, first, 33 ft. in.; Wilson, second.

HIGHLAND FIANNO.—Stewart, first; Sander, second.

The following results will be given on Monday.

## A. G. GORDON AND COMPANY, LIMITED.

The first annual meeting of the shareholders of the above Company was held at the offices, this afternoon. Mr. Gordon presided, and Messrs. A. Duer, L. Downes, A. McClintock, W. S. Taylor, and Sung On.

The Chairman said that he had very little to add to the report, but he must say that the results had not been so satisfactory as he had anticipated. But, as he had explained in the report, that was chiefly owing to the rise in the value of material at home. It was impossible to foretell, but he might say that the prospects for this year were good, and he trusted to be able to lay a better report before them at the next meeting. He proposed the adoption of the report.

Mr. Downes seconded, and it was agreed to. Mr. McClintock moved, and Mr. Taylor seconded, the re-election of Messrs. McClintock and Holmes as directors, and it was agreed to.

Mr. Duer proposed, and Sung On seconded, the re-election of Messrs. Gordon and Downes as auditors.

That having been assented to, the proceedings terminated.

## NAVAL MANOEUVRES.

We have to report that on Monday and Tuesday the Fleet went round to Tytan Bay, to practice gunnery and evolutions. They have all returned. Casualties:—H.M.S. *Alacrity* struck a sunken rock, and seriously damaged her stem, not sailing her going into dock. Torpedo boat No. 35 bent her propeller shaft, and had to be towed in. Ditto No. 8 was injured in collision. H.M.S. *Imperieuse*, whilst coming to her moorings last evening, carried away the jib-boom of the *Leipzig*, and had several of her boats smashed as they hung in the davits. Likewise one British tar lost a finger. A request has been sent to the Admiral to beach the Squadron, so as to prevent their being sunk by any sampans.

## CORRESPONDENCE.

(We do not necessarily endorse the opinions expressed by Correspondents in this column.)

## WHY MASONRY MUST GO.

TO THE EDITOR OF THE "HONGKONG TELEGRAPH." SIR,—I am afraid that in attaching H. E. the Administrator to your leading article last night you have gone a little beyond the facts. Individually I had something to do with the objections raised to the proposed Masonic celebrations in connection with the Duke of Connaught's visit, and I believe that I was the first to call the attention of the Committee to the fact that such manifestations would be objectionable to the Roman Catholic portion of the community, and that it was not in accordance with the fitness of things that the inauguration of a great public work should be accompanied by a ceremonial to which any section of the public had conscientious objections, but which would have been very annoying to another and not unimportant section of the public of Hongkong. I cannot, of course, say what H. E. the Administrator said or did in the matter, as I have had no communication with him before or since, but I don't believe he did more, when the Committee conferred with him, than approve of their decision to let well alone. I personally plead guilty to the charge of having stirred the matter up and pressed it. I admit that it is a very odd thing indeed that there should be such people as Catholics, and that they should be so stupid as to have conscientious objections to Free Masonry and to a great many other things. But they exist, and form a very fair portion of the British nation, and they are old-fashioned enough to have scruples of conscience about this and that, and worse still, the English people and the English Government have agreed to allow them to exist and to have an equal issue in the affairs of the nation, and the rule "live and let live" has been adopted as the best, say, the only method of governing the mixed population that lives under the English flag. I am afraid that if, say, the Marquis of Ripon had been passing through Hongkong on his way home from India, instead of H. R. H. the Duke of Connaught, and Catholic Hongkong of Hongkong had asked him to lay the foundation stone of some public building in which the whole community were equally interested, with full Catholic ritual and with a host of Bishops and Priests in full canonicals, there would have been a very bitter outcry from not one, but many sections of the inhabitants of Hongkong. You know that this is so, why, then, should not we be at liberty to raise our voices and object to what hurts our feelings and runs contrary to our prejudices, even if you think them only prejudices? Even if Mr. Fleming had acted as you suppose he did in this matter, he would have only been acting in accordance with precedent. When the Prince of Wales was in Bombay I am informed that, out of deference to Catholic feeling, some grand Masonic rite was forbidden by H. M.'s Government under circumstances similar to the present.

Yours very truly,  
JNO. J. FRANCIS.

Hongkong, 22nd March, 1890.

(Mr. Francis is very forcible, possibly only he forgets that the most important section of the community, the European Catholics, do not number anything like a hundred, all told. If the objections of a handful are to outweigh the desires of the great majority then Mr. Francis' argument holds good. Otherwise it is very specious.—Ed.)

THE ALICE MEMORIAL HOSPITAL.

DEAR SIR,—Will you kindly acknowledge in your columns the following additional donations and subscriptions received by me for the funds of the Alice Memorial Hospital:—

W. Tarn, Esq. 5  
E. S. J. 5  
W. M. W. 5  
Messrs. Maslin & Co. 10  
St. John H. H. 10  
Victor H. H. 10  
J. E. David, Esq. 10  
J. M. Armstrong, Esq. 10  
C. D. Hartman, Esq. 10  
Messrs. Gaupp & Co. 25  
H. L. Denney, Esq. 25  
A. Parree, 25  
Messrs. Johnson, Stokes and Master 50  
Hongkong & Shanghai Banking Corporation 50

Yours faithfully,  
E. W. MAITLAND.

Hon. Treasurer,  
Alice Memorial Hospital  
Hongkong, 22nd March







## Consignees.

NORDDEUTSCHER LLOYD.

NOTICE TO CONSIGNEES.

STEAMSHIP "PREUSSEN."

FROM BREMEN AND PORTS OF CALL.

THE above named steamer having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, whence delivery may be obtained.

Optional Cargo will go on to Shanghai unless notice to the contrary be given before Noon TO-DAY, the 21st inst.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 28th instant, will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on WEDNESDAY, the 26th March, at 4 P.M.

All Claims must reach us before the 27th instant, or they will not be recognised. No Fire Insurance has been effected.

Bills of Lading will be countersigned by MELCHERS & Co., Agents.

Hongkong, 21st March, 1890. [4]

"SHIRE" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

STEAMSHIP "CARDIGANSHIRE."

FROM HAMBURG, ANTWERP, LONDON, PENANG AND SINGAPORE.

CONSIGNEES of Cargo are hereby informed that all goods are being landed at their risk into the Godowns of the Kowloon Wharf and Godown Company, at Kowloon, whence and/or from the wharves delivery may be obtained.

Optional cargo will be forwarded unless notice to the contrary be given before 4 P.M., To-day.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining after the 25th inst., will be subject to rent.

All claims against the Steamer must be presented to the Underwriter on or before the 25th instant, or they will not be recognised.

No Fire Insurance has been effected. Bills of Lading will be countersigned by ADAMSON, BELL & Co., Agents.

Hongkong, 18th March, 1890. [401]

NOTICE TO CONSIGNEES.

S.S. "RIENDELE."

FROM GLASGOW, LIVERPOOL, AND SINGAPORE.

CONSIGNEES of Cargo are hereby informed that all Goods, are being landed at their risk into the Godowns of the Kowloon Wharf and Godown Company, at Kowloon, whence and/or from the wharves delivery may be obtained.

Optional cargo will be forwarded unless notice to the contrary be given before NOON, TO-DAY.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining after the 25th inst., will be subject to rent.

All claims against the Steamer must be presented to the Underwriter on or before the 25th instant, or they will not be recognised.

No Fire Insurance has been effected. Bills of Lading will be countersigned by ADAMSON, BELL & Co., Agents.

Hongkong, 18th March, 1890. [398]

THE CHINA SHIPPERS' MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

NOTICE TO CONSIGNEES.

FROM LONDON, LIVERPOOL, AND SINGAPORE.

THE Company's Steamship "MOYUNE"

having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods, are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, at Kowloon, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all claims must be sent in to the Office of the Underwriter before NOON, on the 22nd March, or they will not be recognised.

All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on the 22nd March, at 4 P.M.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 22nd March, will be subject to rent.

Optional Cargo will be forwarded unless notice to the contrary be given before 10 A.M., TO-DAY, the 17th inst.

Bills of Lading will be countersigned by ARNHOLD, KARBERG & Co., Agents.

Hongkong, 17th March, 1890. [440]

## Shipping.

STEAMERS.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY &amp; FOCHOW.

THE Company's Steamship

"HAITAN,"

Captain S. Ashton, will be despatched for the above Ports, TO-MORROW, the 23rd inst., at DAYLIGHT.

For Freight or Passage, apply to DOUGLAS LAFRAIK &amp; Co., General Managers.

Hongkong, 21st March, 1890. [453]

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR NAGASAKI AND KOBE.

THE Steamship

"GUTHRIE,"

Captain Green, will be despatched for the above Ports, on TUESDAY, the 25th instant, at 3 P.M.

For Freight or Passage apply to RUSSELL &amp; Co., Agents.

Hongkong, 21st March, 1890. [465]

STEAM TO STRAITS AND BOMBAY.

("Calling at Colombo if sufficient inducement offered.")

THE P. &amp; O. S. N. Co.'s Steamship

"THIBET,"

Captain W. L. Brown, will leave for the above places, on FRIDAY, the 28th inst., at DAYLIGHT.

E. L. WOODIN, Superintendent.

Hongkong, 19th March, 1890. [451]

## Shipping.

STEAMERS.

THE "GIBB" LINE OF STEAMERS.

FOR SYDNEY AND MELBOURNE.

(Taking through Cargo for ADELAIDE, TASMANIA, and NEW ZEALAND.)

THE British Steamship

"TARTAR,"

Captain Bailey, will be despatched as above, on or about the 23rd inst.

This Steamer has superior Accommodation for First-class Passengers.

For Freight or Passage, apply to GIBB, LIVINGSTON &amp; Co., Managers.

Hongkong, 10th March, 1890. [393]

THE CHINA SHIPPERS' MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

FOR LONDON.

THE Company's Steamship

"NINGCHOW,"

Wm. Durbin, Commander, will be despatched for the above Port, on or about the 30th inst.

For Freight, apply to ARNHOLD, KARBERG &amp; Co., Agents.

Hongkong, 11th March, 1890. [403]

CHINA NAVIGATION COMPANY, LIMITED.

FOR PORT DARWIN, QUEENSLAND PORTS, SYDNEY AND MELBOURNE.

THE Company's Steamship

"CHINGTU,"

Hunt, Commander, will be despatched as above on SUNDAY, the 30th instant, at DAYLIGHT.

The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. First Class Saloon and Cabins are situated forward of the engines. Second Class Passengers are Berthed in the Poop. A Refrigerating chamber ensures the supply of fresh provisions during the entire voyage. A duly qualified Surgeon is carried.

For Freight or Passage, apply to BUTTERFIELD &amp; SWIRE, Agents.

Hongkong, 7th March, 1890. [384]

## SAILING VESSELS.

FOR SAN FRANCISCO.

THE 313 L. I. American Ship

"WILLIAM H. MACY,"

Amshury, Master, will load here for the above Port, and will have quick despatch.

For Freight, apply to RUSSELL &amp; Co., Agents.

Hongkong, 12th March, 1890. [415]

## Mails.

CANADIAN PACIFIC STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, CANADA, THE UNITED STATES AND EUROPE.

VIA THE CANADIAN PACIFIC RAILWAY AND OTHER CONNECTING RAILWAY LINES &amp; STEAMERS.

THE British Steamship

"BATAVIA"

2553 Tons Register, Captain Williamson, will be despatched for VANCOUVER, B.C., via INLAND SEA, KOBE AND YOKOHAMA, on THURSDAY, the 27th April, at NOON.

To be followed by the S.S. "ABYSSINIA" on the 24th April and S.S. "PARTHIA" on the 15th May.

Connection will be made at Yokohama with Steamers from Shanghai and Japan Ports, and at Vancouver with Pacific Coast Steamer, by the regular Steamers of the Pacific Coast Steamship Company and other Steamers.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers.

First-class Fares granted as follows:—

To Vancouver and Victoria, (Mex.) \$210.00

To Montreal, New York, &amp;c. 350.00

To Liverpool 335.00

To London 330.00

To other European Ports at proportionate rates. Special reduced rates granted to Officers of the Army, Navy, Civil Service, and the Imperial Chinese and Japanese Customs, to be obtained on application.

Consular Invoices to accompany Cargo destined to Points in the United States, should be sent to the Company's Offices, addressed to Mr. D. E. BROWN, District Freight Agent, Vancouver, B.C.

Freight will be received on board until 4 P.M. on the 2nd April.

All Parcels must be sent to our Office and should be marked to address, in full, and the same will be received by us until 5 P.M. the day previous to sailing.

For information as to Passage or Freight, apply to ADAMSON, BELL &amp; Co., Agents.

Hongkong, 6th March, 1890. [14]

## NOTICE.

NORDDEUTSCHER LLOYD.

STEAM FOR SINGAPORE, COLOMBO, ADEN, SUEZ, PORT SAID, BRINDISI, GENOA, ANTWERP, BREMEN &amp; HAMBURG.

PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS; ALSO, LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON AND SOUTH AMERICAN PORTS.

THE COMPANY'S STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.

N.B.—Cargo can be taken on through Bills of Lading for the principal places in RUSSIA.

ON SUNDAY, the 13th day of April, 1890, at 10 A.M., the Company's Steamship "PREUSSEN," Captain C. Fobbe, with MAILED PASSENGERS, SPECIE &amp; CARGO, will leave this Port as above, calling at Genoa, and will be received on board until 4 P.M. April. (Parcels are not to be sent on Board; they must be left at the Agency's Office). Contents and Value of Packages are required.

The Steamer has splendid Accommodation and carries a Doctor and Stewardess.

For further Particulars, apply to MELCHERS &amp; Co., Agents.

Hongkong, 15th March, 1890. [451]

## Mails.

U. S. MAIL LINE.

PACIFIC MAIL STEAMSHIP COMPANY.

THROUGH TO NEW YORK, VIA OVERLAND RAILWAYS, AND TOUCHING AT YOKOHAMA, AND SAN FRANCISCO.

THE U. S. Mail Steamship

"CITY OF RIO DE JANEIRO"

will be despatched for San Francisco, via Yokohama, on TUESDAY, the 25th March, at 2 P.M., taking Passengers and Freight for Japan, the United States, and Europe.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports to San Francisco, and Atlantic and Inland Cities of the United States via Overland Railways, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers.

First-class Fares granted as follows:—

To San Francisco and return, 325.00

To San Francisco for 6 months, 393.75

To Liverpool, 325.00

To London, 330.00

To other European Ports at proportionate rates. Special reduced rates granted to Officers of the Army, Navy, Civil Service, and the Imperial Chinese Customs, to be obtained on application.

Passengers by this line have the option of proceeding Overland by the Southern Pacific and Connecting Lines, Central Pacific, Northern Pacific or Canadian Pacific Railways.

Passengers, who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year will be allowed a discount of 10 per cent. This allowance does not apply to through fares from China and Japan to Europe.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to Points beyond San Francisco, in the United States, should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage or Freight, apply to the Agency of the Company, No. 50A, Queen's Road Central.

C. D. HARMAN, Agent.

Hongkong, 26th February, 1890. [1]

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, ISMAILIA, PORT SAID, MALTA, GIBRALTAR, MARSEILLES, BRINDISI, TRIESTE, VENICE, PLYMOUTH, AND LONDON.

BOMBAY, MADRAS, CALCUTTA AND AUSTRALIA.

M.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR BATAVIA, PERSIAN GULF PORTS, MARSEILLES, TRIESTE, HAMBURG, NEW YORK AND BOSTON.

SPECIE ONLY LANDED AT PLYMOUTH.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY'S Steamship "PEKIN," Captain G. Harris, will leave for LONDON via BOMBAY &amp; SUEZ CANAL, on WEDNESDAY, the 26th March, at NOON.

Cargo will be received on board until 4 P.M. and Specie (Gold) at the Office until 4 P.M., on the day before sailing.

SILK and Valuables for Europe will be transhipped at Colombo; Tea and General Cargo for London will be conveyed via Colombo.

For further particulars regarding FREIGHT and PASSAGE apply to the PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY'S Office, Hongkong.

The Contents and Value of Packages are required to be declared prior to shipment.

Shippers are particularly requested to note the terms and conditions of the Company's Black Bills of Lading.

This Steamer takes Cargo and Passengers for Marseilles.

E. L. WOODIN, Superintendent.

P. &amp; O. S. N. Co.'s Office, Hongkong, 15th March, 1890. [1]

OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE.

VIA THE OVERLAND RAILWAYS, AND ATLANTIC AND OTHER CONNECTING STEAMERS.

THE Steamship

"GAELIC"

will be despatched for San Francisco, via Yokohama, on SATURDAY, the 5th April, at 3 P.M.

Connection will be made at Yokohama with Steamers from Shanghai and Japan Ports.

All PARCEL PACKAGES should be marked to address in full; and the same will be received at the Company's Office until 5 P.M. the day previous to sailing.

First-class Fares granted as follows:—

To San Francisco and return, 325.00

To San Francisco for 6 months, 393.75

To Liverpool, 325.00

To London, 330.00

To other European Ports at proportionate rates. Special reduced rates granted to Officers of the Army, Navy, Civil Service, and the Imperial Chinese Customs, to be obtained on application.

Passengers by this line have the option of proceeding Overland by the Southern Pacific and Connecting Lines, Central Pacific, Northern Pacific or Canadian Pacific Railways.

Passengers, who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year will be allowed a discount of 10 per cent. This allowance does not apply to through fares from China and Japan to Europe.

Consular Invoices to accompany Cargo destined to Points beyond San Francisco, in the United States, should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information as to Passage or Freight, apply to the Agency of the Company, No. 50A, Queen's Road Central.

C. D. HARMAN, Agent.

Hongkong, 15th March, 1890. [1]

## STEAMERS EXPECTED IN HONGKONG.

STEAMERS.	FROM.	DATE DUE.	AGENTS.
Glengyle	New York	March 23rd	Jardine, Matheson & Co.
Gaelic	San Francisco	March 24th	O. & O. S. N. Co.
Japan	Calcutta	March 25th	D. Sassoon, Sons & Co.
Aschilles	Bombay	March 25th	Butterfield & Swire.
Yangtze	Bombay	March 26th	P. & O. S. N. Co.
Glengary	Marseilles	March 27th	Messageries Maritimes.
Bisago	Bombay	March 28th	Jardine, Matheson & Co.
		March 29th	Carlowitz & Co.

## STEAMERS LOADING IN HONGKONG.

DESTINATION.	VESSELS.	AGENTS.	DATE OF LEAVING.
London, &c., via Suez Canal	Pekin	P. & O. S. N. Co.	Mar. 26th, at noon.
London, via Suez Canal	Stentor	Butterfield & Swire.	Mar. 26th, at noon.
London, via Bombay, &c.	Ningchow	Arnhold, Karberg & Co.	About March 30th.
Marseilles, via Saigon, &c.	Bombay	P. & O. S. N. Co.	Mar. 24th, at 4 p.m.
Bremen, via Ports of Call.	Preussen	Messageries Maritimes.	April 2nd, at noon.
San Francisco, via Y'hama	Gaelic	Melchers & Co.	April 13th, at 10 a.m.
San Francisco, via Y'hama	City of Rio de Janeiro	O. & O. S. N. Co.	April 15th, at 1 p.m.
Vancouver, B.C., via I. & C.	Pacific Mail S. S. Co.	Pacific Mail S. S. Co.	Mar. 25th, at 1 p.m.
Sydney and Melbourne	Tartar	Adamson, Bell & Co.	April 3rd, at noon.
Port Darwin, &c.	Chingtu	Gibb, Livingston & Co.	About Mar. 23rd.
Straits and Bombay	Thibet	Butterfield & Swire.	Mar. 30th, daylight.
Sandakan and Kudat	Mennon	P. & O. S. N. Co.	Mar. 28th, daylight.
Nagasaki and Kobe	Guthrie	Butterfield & Swire.	April 4th, at 4 p.m.
Shanghai, via Amoy	Anchises	Russell & Co.	Mar. 25th, at 3 p.m.
Coast Ports	Haitan	Douglas Lapraik & Co.	Mar. 27th, daylight.

## Informations.

## Notice to Consumers

THE PRODUCTS OF  
**ORIZA-PERFUMERY L. LEGRAND**  
207, rue Saint-Honoré, PARIS

Such as: ORIZA-OIL, ESS. ORIZA, ORIZA-LACTÉ, CRÈME-ORIZA, ORIZA-VELOUTÉ, ORIZA-TONIC, ORIZALINE, ORIZA-SOAP

HAVE BEEN SUCCESSFUL IN OBTAINING THE PATRONAGE OF THE PUBLIC BECAUSE:

1. Their manufacture is supervised with the greatest care;

2. Their qualities are unalterable and their agents are sworn.

AS THESE PRODUCTS ORIZA ARE COUNTERFEITED to live upon their reputation

we warn Consumers not to let themselves be deceived.

The GENUINE PRODUCTS are sold at all respectable firms of Perfumery and Druggists.

ILLUSTRATED CATALOGUE SENT FREE FROM PARIS

## INTIMATION.

**J. Blackhead & Co.,**  
SHIP-CHANDLERS, SAIL-MAKERS,

AND  
PROVISION MERCHANTS,  
NAVY CONTRACTORS,

AND  
GENERAL COMMISSION AGENTS.  
No. 11, Praya Central,  
(Opposite Peddar's Wharf).

SOLE AGENTS  
for  
**RAHTJEN'S**  
**GENUINE**  
**COMPOSITION**

FOR  
THE BOTTOMS OF IRON SHIPS.

HARTMANN'S GREY PAINT, specially manufactured for coating the inside of STEEL SHIPS.

**CARBOLINEUM AVENARIUS**  
PRESERVATIVE AGAINST  
ROT, DECAY, &c., OF WOOD.

**SAPOLIO.**  
ENOCH MORGAN'S SON'S  
**SAPOLIO**  
OR GENERAL CLEANING PURPOSES.

**CHR. MOTZ & Co., BORDEAUX CLARETS**  
**MAX. HAASSEN'S FRANKFURT ON M.**  
CONSERVED MEATS,  
VEGETABLES AND FRUIT  
CEMENT from the celebrated Factory of Hem-

moor.  
**SWEDISH TAR AND OREGON PINE LUMBER.**

**FLensburg STOCKBEER.**  
**ENGINEERS' AND BLACKSMITHS' MACHINERY AND TOOLS.**

EVERY KIND OF  
SHIP'S STORES AND REQUISITES  
**ALWAYS IN STOCK**

AT  
**REASONABLE PRICES.**

ALL KINDS OF  
**COALS**  
SUPPLIED AT THE SHORTEST NOTICE.